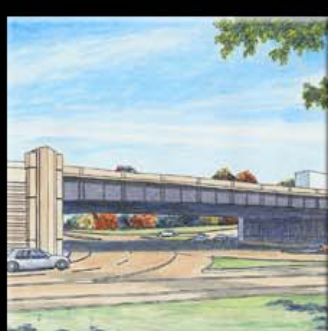


2003 Community Impact Assessment Workshop Context-Sensitive Design Solution



indianapolis. indian



- National Search
- National RFP
- LA or Architect to Lead Team
- Desired:
 - Urban Design Experience
 - Traffic Modeling and Geometric Layout Capabilities
 - Public Involvement



- Conducted Interviews with Three Firms
- Selected Consultant
- Conducted “Kick-Off” Meeting
- Questions
 - “How does MoDOT Create a Successful Project?”
 - “What is the Standard?”



- Purpose and Need
- Crumbling Infrastructure
- Decaying Bridges
- Traffic Congestion
- Neighborhood Issues



- Purpose and Need
- Community Issues
- Neighborhood Connections
- Pedestrian Access
- Bicycle Access

- Purpose and Need

Interchanges too close to each other



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Advancing Context-Sensitive Design Solutions



■ Purpose and Need

Short ramps

Community Impacts

The Road Most Traveled:

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■ National Tour

I-10 /Papago
Freeway

Phoenix, Arizona

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- National Tour
- North Central Expressway
- Dallas, Texas

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- National Tour
- Kellogg Highway
- Wichita, Kansas

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■ National Tour

Veteran's
Expressway

Tampa, Florida



The Road Most Traveled:

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- National Tour
- I-275
- Tampa, Florida



The Road Most Traveled:

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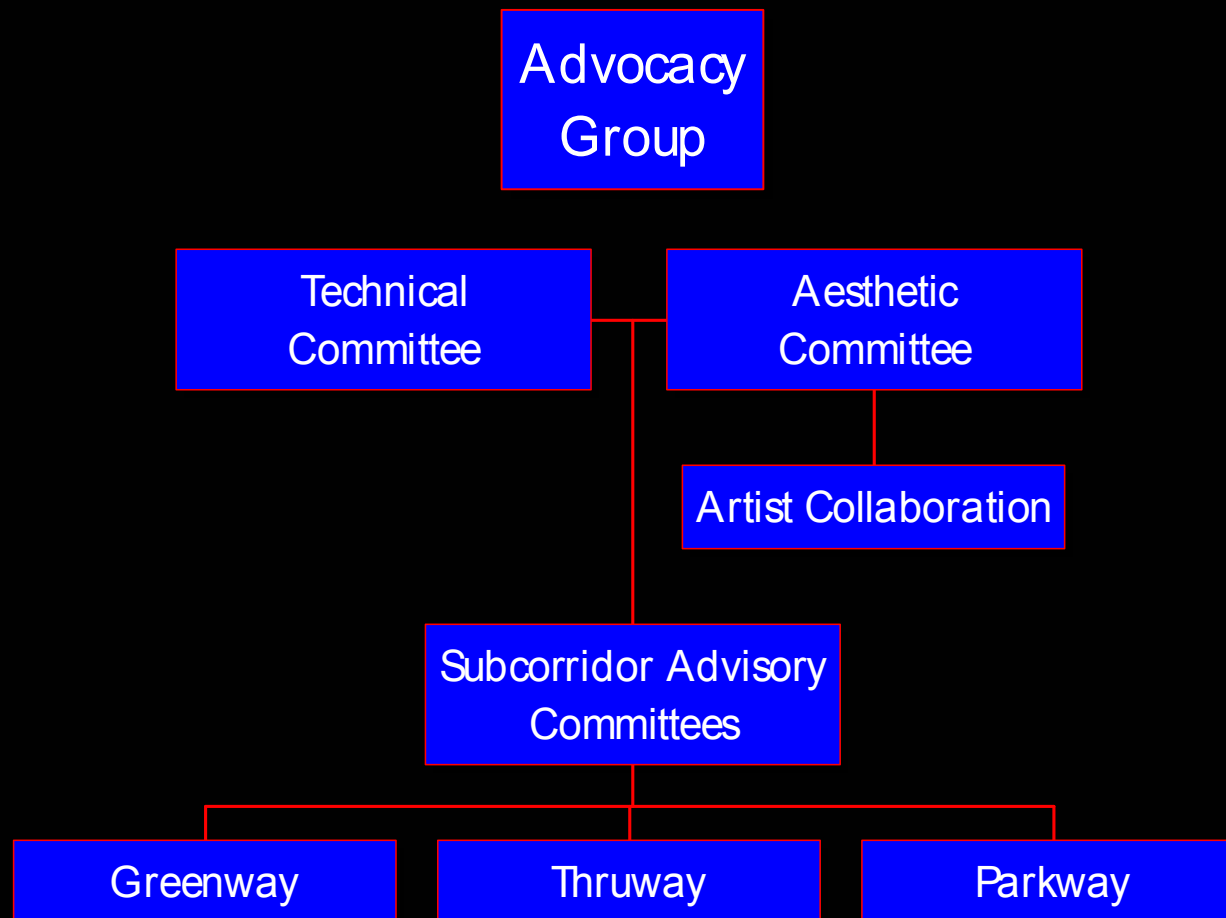


■ National Tour

US 131/I-196

Grand Rapids, Michigan

■ The Process





■ Advocacy Group

Role:

Informed Advocates

Members of the RCGA

Infrastructure Development Committee and others as necessary will receive information from the New I-64 team in order to be advocates for the project in whatever ways deemed necessary and appropriate.



- Advocacy Group
- Video



■ Advocacy Group - Video

Responsibilities:

Surface issues / potential
stumbling blocks

Provide/receive information
(our issues / their issues)

Receive information on
eliminated options

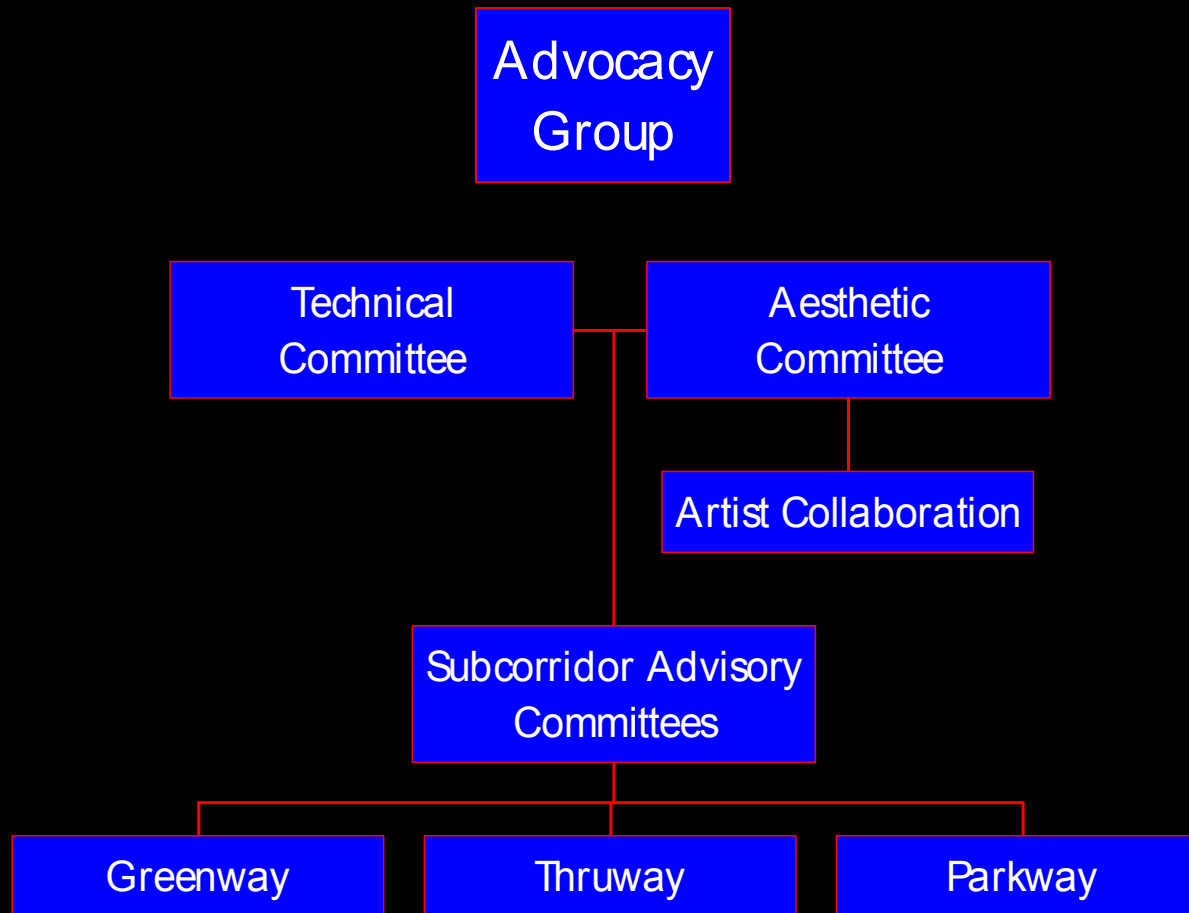
Find income sources – help
determine process /
approach for finding income
sources

“Talking head” duties – use
for quotes in our materials
with media

Serve as link to other
groups

Serve on I-64 sub-
committees

■ The Process





■ Aesthetic Advisory Committee

“View From The Road”

Role:

Broad Theme Advisors

Members of the Overall Corridor Aesthetic Committee will provide input to MoDOT on a theme for the New I-64 Corridor, and how that theme will be expressed throughout the corridor aesthetically and consistently.



■ Aesthetic Advisory Committee

“View From The Road”

Responsibilities:

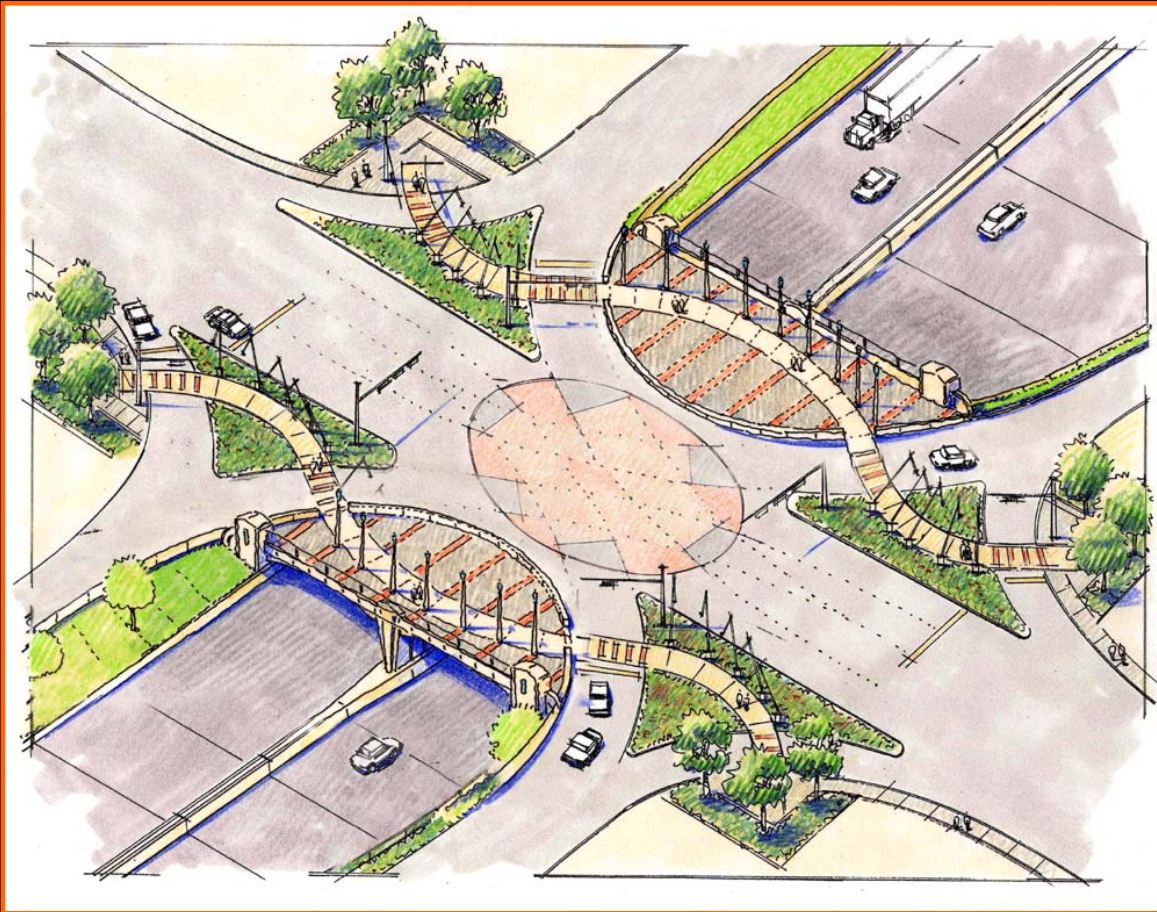
Assist in developing the words and images that develop a theme for the New I-64 Corridor

Provide Direction to Subcorridor Advisory Committee

Two Member of Aesthetic Advisory Committee also serve on each Subcorridor Advisory Committee

- Aesthetic Advisory Committee

“View From The Road”



The Road Most Traveled:

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■ Artist Collaboration

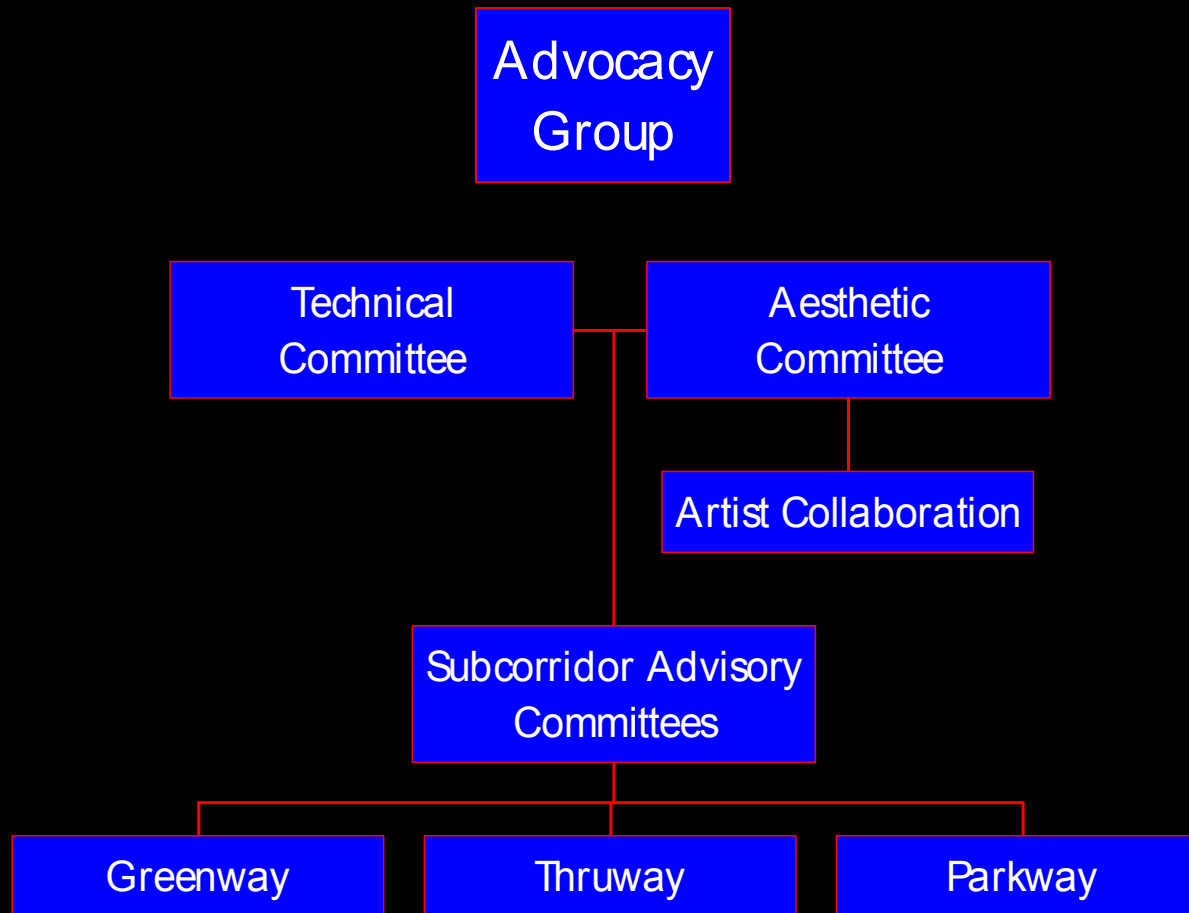




















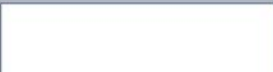




- Aesthetic Advisory Committee

“View From The Road”



■ The Process



HIGHWAY ELEMENTS						
Bridge Construction Methods			Element	Acceptable	Not Acceptable	Comments
			Pier and Beam			
			Frame			
			Cast-in-place deck on columns			
			Pre-Cast Segmental			
Bent Systems/Columns			Element	Acceptable	Not Acceptable	Comments
			Concrete Column/Cap			
			Continuous Bent Wall			

HIGHWAY ELEMENTS						
Lighting			Element	Acceptable	Not Acceptable	Comments
			High Mast			
			Pedestrian			
			Under Bridge			
Sign Structures			Element	Acceptable	Not Acceptable	Comments
			Sign Structures			
Sound Walls			Element	Acceptable	Not Acceptable	Comments
			Pre-Cast			
			Cast-in-Place			

Technical Advisory Committee

Role:

Technical Advisors

Members of the Technical Advisory Committee will be MoDOT personnel including bridge engineers, traffic engineers and others who work closely with Urban Design Team, insuring new standards that are cost effective, durable and acceptable as changes to MoDOT standards

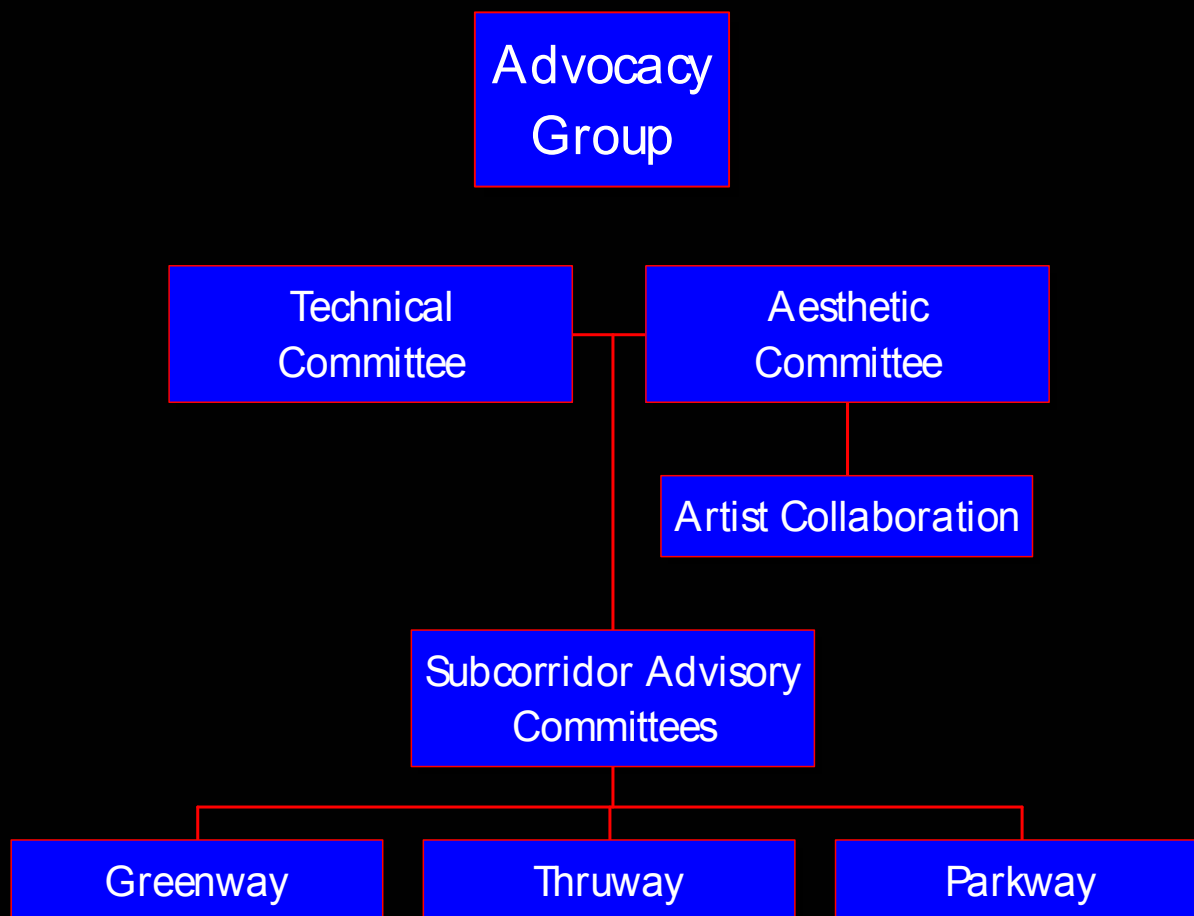
Responsibilities:

Attend Technical Committee Meetings to review Urban Design proposals

Assist in making new guidelines part of MoDOT standards

coordinate and support in the construction process, including Value Engineering decisions

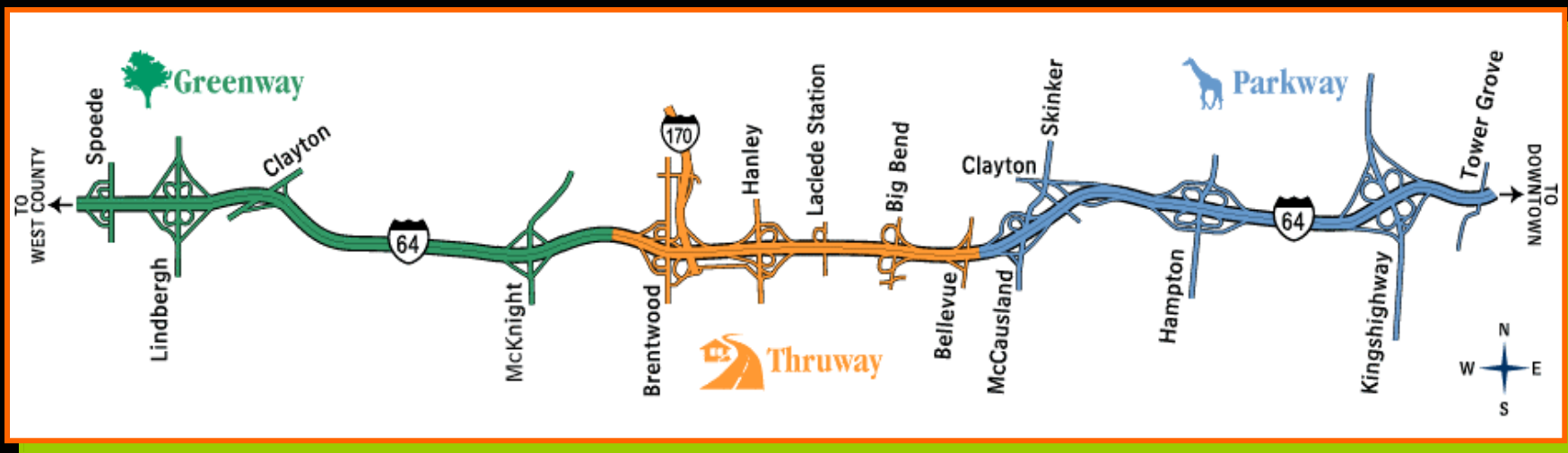
■ The Process





- Advocacy Group
- Video

■ I-64 Corridor





- Sub Corridor Advisory Committee

“View To The Road”

Role:

Detail Advisors

Members of the Advisory Committees will provide input to MoDOT on engineering and aesthetic issues related to specific sub-segments of and interchanges on I-64.



■ Sub Corridor Advisory Committee

“View To The Road”

Responsibilities:

Serve as link to neighborhood organizations and individuals

Review and provide input on engineering / technical options for specific interchanges

Review information from study team on considered but eliminated options

Consider application of overall corridor theme to specific sub-corridor areas / interchanges

Assist in determining detailed aesthetic plans for specific sub-corridor areas / interchanges

Help develop partnerships for

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- Sub Corridor
Advisory
Committee

“View To The Road”

- Sub Corridor Advisory Committee

“View To The Road”

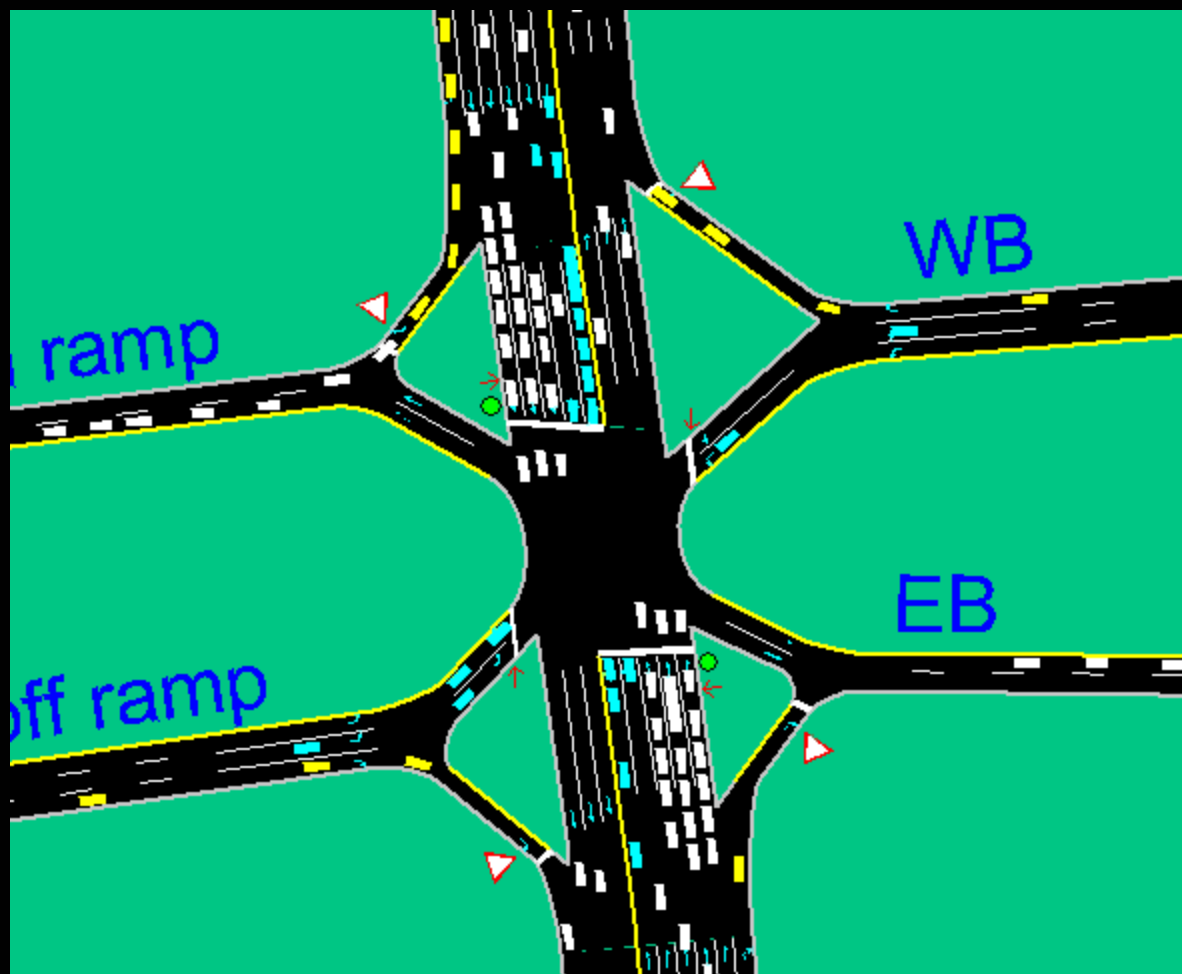


■ Traffic Analysis

- Traffic Counts being obtained on some of the intersections in the area now
- Future traffic is the basis for the analysis



■ Traffic Simulation

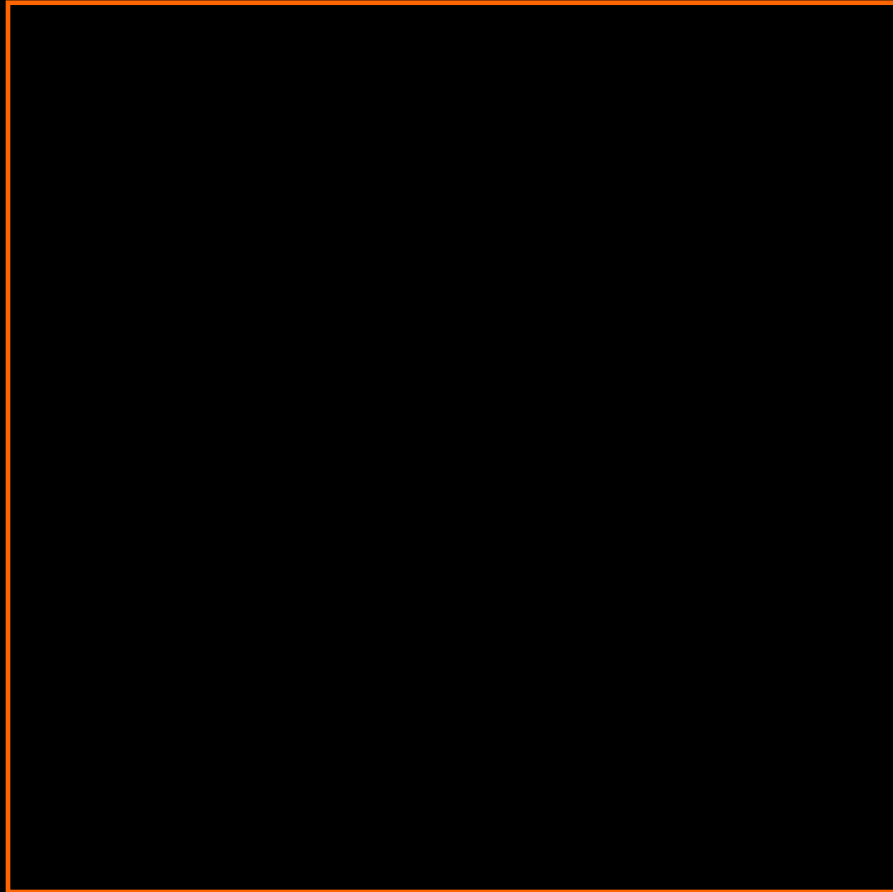


The Road Most Traveled:

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■ 3D Animation





- Single Point Urban Interchange (SPUI) - Video

The Road Most Traveled:

Advancing Context-Sensitive Design Solutions

■ 3D Imaging



The Road Most Traveled:

Advancing Context-Sensitive Design Solutions

■ 3D Imaging



The Road Most Traveled:

Advancing Context-Sensitive Design Solutions

■ 3D Imaging



The Road Most Traveled:

Advancing Context-Sensitive Design Solutions

■ 3D Imaging



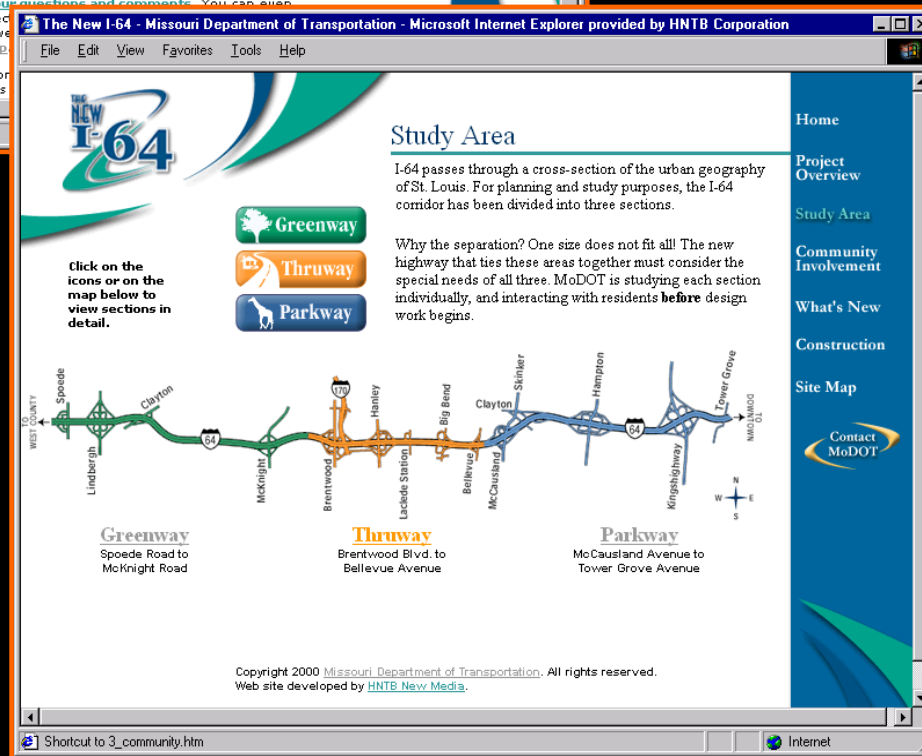
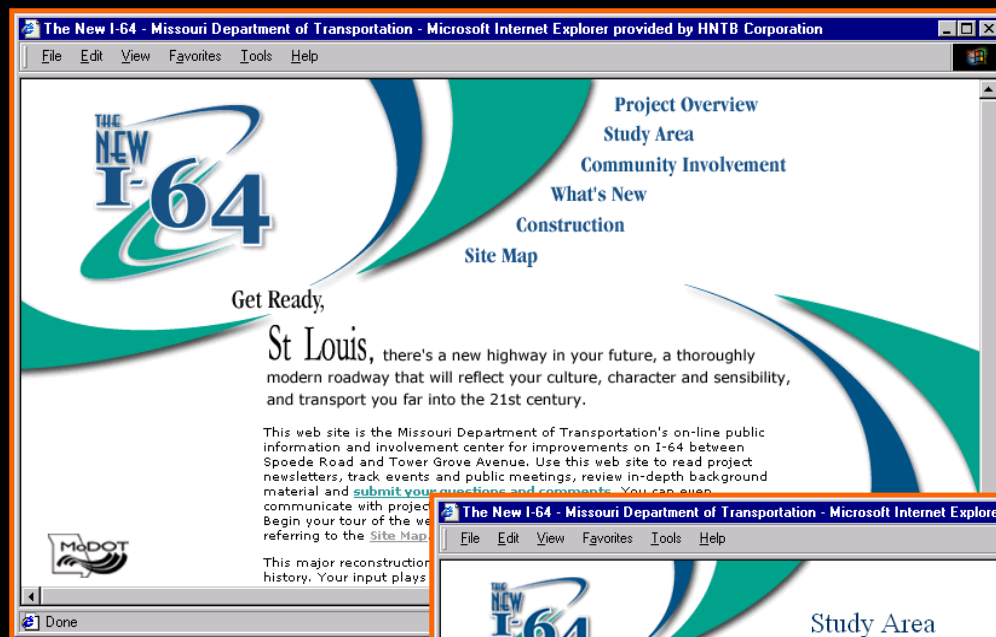
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New River Bridge

The Road Most Traveled: Advancing Context-Sensitive Design Solutions

Public Involvement - Website



Public Involvement - Newsletter

www.thenewi64.org



June 2000

Cover	What's Happening on I-64
3	Communities and Committees Define the New I-64
3	The New I-64: Traffic Improvements with a Design Sensibility
4	Ask MoDOT!
4	Point and Click to I-64 on the Web

WHAT'S HAPPENING ON I-64

We all know that the Missouri Department of Transportation (MoDOT) is embarking on a major reconstruction of Interstate 64. But what has happened so far—and what can we expect as reconstruction progresses?

In 1997, a transportation initiative known as the Cross-County Corridor Study identified specific challenges and a range of solutions to improve transportation in the I-64 and I-170 corridors. Final recommendations for I-64 reconstruction include:

- Constructing additional-capacity lanes from Spoele Road to I-170 (but none east of I-170).
- Replacing pavement.
- Reconstructing interchanges.
- Incorporating transportation-management measures, such as ramp meters and changeable message signs.
- Providing bicycle and pedestrian accommodations, especially in the Forest Park area.

At this stage, MoDOT has completed environmental documentation and collected background information needed to start engineering design for all areas except Forest Park.

Environmental documentation details the potential impact of I-64 improvements on natural and man-made environments—like habitats of endangered species, air quality, noise levels, water quality, historic structures, and other factors. The Forest Park area poses more complex issues because of its parkland. It will take much longer to complete that area's environmental documentation. MoDOT then will have to wait for federal approval before beginning detailed engineering design.

Meanwhile, MoDOT has conducted public outreach in the form of meetings with legislators and local elected officials, a public open house meeting, and more than 40 meetings with neighborhood associations, businesses, and representatives of Forest Park attractions. These activities were conducted to gather input from the public about issues and concerns before moving forward with engineering design. Overwhelmingly, comments at these meetings have focused on noise, property acquisition, and aesthetics—major issues that MoDOT is beginning to evaluate in detail.

A noise analysis for the entire project, from west of Spoele to Tower Grove, is being prepared. Before roadwork begins, federally funded sound walls may be constructed in areas where noise levels are unacceptable (according to federal guidelines) and where construction is

You may have noticed that crews completed resurfacing of I-64 between Spoele Road and Tower Grove Avenue last summer. MoDOT crews will not actually replace the pavement on I-64 until 2008, so this work was a temporary fix before total reconstruction begins.



Information for You on
MoDOT's Project to Rebuild

I-64 from Spoele Road to
Tower Grove Avenue

The Road Most Traveled:

Advancing Context-Sensitive Design Solutions

- Team File-Share System
- Inter-X-Change

